

Today's
Advertisements.

THEATRE ROYAL,
CITY HALL,

TO-MORROW
(SATURDAY) EVENING, JUNE 15TH.

BENEFIT OF THE SISTERS CAREY,
CYNTHIA AND DOT.

Under the Distinguished Patronage of
H.E. the Governor, Sir W. ROBINSON,
K.C.M.G.,
Commodore BOYCE, R.N., &c., &c.

The Beautiful Comedy of
DELICATE GROUND

OR,
THE REPUBLIC OF FRANCE.

Chisen Sandford Mr. W. G. Carey,
Alphonse de Grandier Mr. D. C. Smith,
Pauline Miss Cynthia E. Carey.

To be followed by an attractive

OLIO.

TRIO, from the Opera of

MARITANA.

"TUSAR ON OLD TIME"
Miss CYNTHIA E. CAREY, Mr. J. B. FERRELL
and Mr. S. LESTER.

Comic Song—"Things 's better not dwell on"

by that Popular Amateur,

Mr. G. B. GRAY,

who has kindly consented to appear.

Song and Dance—"The poor girl didn't know"

DOT CAREY.

Comedy Song—Mr. D. C. SMITH,

Concluding with the musical absurdity

"CRAZED."

Mr. J. B. FERRELL, S. LESTER AND THE SISTERS
CAREY.

Prof. RUCHWALDY & Mr. G. P. LAMMERT,

who have kindly volunteered, will officiate as

Accompanists.

The PIANOS kindly provided by ROBINSON
& CO.

FURNITURE, gratuitously supplied by

A. CHEE & CO.

PRICES AS USUAL.

PLAN AT ROBINSON & CO'S.

Doors Open at 8:30 P.M. Commence at 9 P.M.

Hongkong, 14th June, 1895.

To-day's
Advertisements.

PUBLIC AUCTION
OF
HOUSEHOLD FURNITURE,
COTTAGE PIANO, &c.

THE Underlined has received instructions

to Sell by
PUBLIC AUCTION,
TO-MORROW

(SATURDAY), the 15th June, 1895,
commencing at 1:30 P.M.,
at his SALOON, DUDDELL STREET,

(For Sundry Accounts),

A QUANTITY OF
HOUSEHOLD FURNITURE,
Comprising—

DRAWING-ROOM SUITES in SILK
TAPESTRY, OVERMANTELS, MARBLE-
TOP and FANCY TABLES, FANCY CHAIRS,
BLACKWOOD TABLES, CLOCKS, ORNAM-
ENTS, PICTURES, CARPETS, RUGS,
CURTAINS, FENDERS, &c.

ONE COTTAGE PIANO by ROWHILL, in
Good Condition, with PLATE GLASS BACKS,
SIDEBORD with PLATE GLASS BACKS,
DINNER WAGGONS, EXTENSION DIN-
ING TABLE and CHAIRS. Very Handsome
DINNER SERVICE and HAND-PAINTED
FRENCH PORCELAIN. DESSERT SER-
VICE, GLASS WARE, ELECTRO-PLATE
and CUTLERY, PANTRY REQUISITES,
IRON & BRASS MOUNTED BEDSTEADS
with MATTRESSES, &c., &c., SINGLE and
DOUBLE WARDROBES with BEVELLED
GLASS DOORS. MARBLE-TOP WASH-
STANDS and DRESSING TABLES, TOILET
SETS and REQUISITES, SUNDY BED-
ROOM FURNITURE, BATH-ROOM REQUI-
SITES.

LADIES' and GENTLEMEN'S SEDAN and
EVENING CHAIRS, MOUNTED CHAIRS,
SINGLE and DOUBLE RICKSHAS.

Catalogues Issued for Sale. On View
from FRIDAY, the 15th instant.

TERMS OF SALE.—As customary,

GEO. P. LAMMERT,
Auctioneer.

Hongkong, 14th June, 1895.

CHINA NAVIGATION COMPANY,
LIMITED.

FOR SINGAPORE AND JAVA.

THE Steamship

"SHANTUNG,"

Captain Vaughan, will be despatched on TUES-
DAY, the 15th June.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
Agents.

Hongkong, 14th June, 1895.

Intimations.

DAKIN, CRUCKSHANK &
COMPANY, LIMITED,
VICTORIA DISPENSARY,
HONGKONG.

AERATED WATERS.

SIMPLY AERATED WATER.

SODA WATER.

LEMONADE.

GINGER ALE.

SARSAPARILLA.

RASPBERRYADE, &c.

DAKIN, CRUCKSHANK & CO'S. WATERS are

made under the constant supervision of a duly
qualified English Chemist and will bear compari-
son with the best English Manufactures.

Special terms to HOTELS, CLUBS, MESSES and
other Large Consumers.

Any complaints should be addressed to the
Manager.

Hongkong, 3rd May, 1895.

1895.

DOUGLAS STEAMSHIP COMPANY,
LIMITED.

FOR SWATOW, AMOY AND TAIWANFOO.

THE Company's Steamship

"THALES,"

Captain H. Bathurst, will be despatched for the
above Port on TUESDAY, the 15th instant, at
Daylight.

For Freight or Passage, apply to

DOUGLAS, LAPRAIK & CO.,
General Managers.

Hongkong, 14th June, 1895.

1895.

DOUGLAS STEAMSHIP COMPANY,
LIMITED.

FOR AMOY AND FOOCHOW.

THE Company's Steamship

"HAITAN,"

Captain H. Goddard, will be despatched for the
above Ports on TUESDAY, the 15th instant, at
Daylight.

For Freight or Passage, apply to

DOUGLAS, LAPRAIK & CO.,
General Managers.

Hongkong, 14th June, 1895.

1895.

"GLEEN" LINE OF STEAM PACKETS.

FOR LONDON, VIA SUEZ CANAL.

THE Steamship

"GLENFARG,"

Captain Selby, will be despatched as above on

or about the 20th instant.

This Steamer has Superior Accommodation for

Passengers, and carries a Doctor and Stewardess.

For Freight or Passage, apply to

JARDINE, MATHESON & CO.,
Agents.

Hongkong, 14th June, 1895.

1895.

CHINA NAVIGATION COMPANY,
LIMITED.

FOR PORT DARWIN, QUEENSLAND
PORTS, SYDNEY AND MELBOURNE.

THE Steamship

"CHANGSHA,"

J. E. Williams, Commander, will be despatched as above on SATURDAY, the 15th July, at

7 P.M.

The attention of Passengers is directed to the

Superior Accommodation offered by this Steamer.

First-class Saloon is situated forward of the

Kitchens. A Refrigerating Chamber ensures the

Supply of Fresh Provisions during the entire

voyage.

A duly qualified Surgeon is carried and the

Vessel is fitted throughout with Electric Light.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,

Agents.

Hongkong, 14th June, 1895.

1895.

A. S. WATSON & CO.,
LIMITED.

CHEMISTS BY APPOINTMENT.

ESTABLISHED A.D. 1841.

MANUFACTURERS OF
AERATED WATERS.

DAKIN, CRUCKSHANK & CO'S. WATERS are

made under the constant supervision of a duly
qualified English Chemist and will bear compari-
son with the best English Manufactures.

Special terms to HOTELS, CLUBS, MESSES and
other Large Consumers.

Any complaints should be addressed to the
Manager.

Hongkong, 3rd May, 1895.

1895.

DOUGLAS STEAMSHIP COMPANY,
LIMITED.

FOR AMOY AND FOOCHOW.

THE Company's Steamship

"HAITAN,"

Captain H. Bathurst, will be despatched for the
above Ports on TUESDAY, the 15th instant, at
Daylight.

For Freight or Passage, apply to

DOUGLAS, LAPRAIK & CO.,
General Managers.

Hongkong, 14th June, 1895.

1895.

DOUGLAS STEAMSHIP COMPANY,
LIMITED.

FOR AMOY AND FOOCHOW.

THE Company's Steamship

"GLENFARG,"

Captain Selby, will be despatched as above on

or about the 20th instant.

This Steamer has Superior Accommodation for

Passengers, and carries a Doctor and Stewardess.

For Freight or Passage, apply to

JARDINE, MATHESON & CO.,
Agents.

Hongkong, 14th June, 1895.

1895.

CHINA NAVIGATION COMPANY,
LIMITED.

FOR PORT DARWIN, QUEENSLAND
PORTS, SYDNEY AND MELBOURNE.

THE Steamship

"CHANGSHA,"

J. E. Williams, Commander, will be despatched as above on SATURDAY, the 15th July, at

7 P.M.

The attention of Passengers is directed to the

Superior Accommodation offered by this Steamer.

First-class Saloon is situated forward of the

Kitchens. A Refrigerating Chamber ensures the

Supply of Fresh Provisions during the entire

voyage.

SHIPPING AND MAIL NEWS.

MAILS DUE:
English (Kedive) 16th Inst.
Indian (Catherine Anne) 20th Inst.
American (City of Pekin) 21st Inst.
Canadian (Empress of India) 25th Inst.
American (China) 25th Inst.
Australian (Manilla) 25th Inst.
Tacoma (Victoria) 5th Prov.

THE P. & O. S. N. Co.'s steamer *Ceylon* left Singapore for the port at 4 p.m. yesterday.

THE P. M. S. S. Co.'s steamer *Peru*, with mail, &c., which left Hongkong on May 18th for San Francisco, via Nagasaki, Kobe, Inland Sea and Yokohama, arrived at her destination on the 13th Inst.

SHIPPING RETURNS.

From 5 p.m. yesterday to 5 p.m. to-day:

ARRIVALS.
Queen Adelade..... Steamer from Chickling.
Chow's..... Bangkok.
Hutton..... Coast Port.
Pushan..... Canton.
Shantung..... Java.
Erato..... Singapore.
Sabine Richm... Halibong.
Jordan..... Canton.
Ting Hong..... (transport) Amoy.
Aggregating 12,000 tons register.

DEPARTURES.
Beatrice..... Steamer for Saigon.
Nanica..... Coast Port.
Formosa..... Amoy.
Memnon..... Sandakan.
Aggregating 3,700 tons register.

The German steamship *Sabine Richm...* left Haiphong on the 1st Inst. In the Tonkin Gulf had very bad weather with north-east, east and south-east winds and rain.

The British steamship *Chow's* left Bangkok on the 7th instant. To Pulo Oli had calm and fine clear weather; thence to Cape Paduan had strong east-north-east winds, and then to port had south-east and southerly winds.

The German steamship *Erato* left Singapore on the 6th instant. From Singapore to the Parcels had fine weather and moderate north-north-east winds; afterwards equally weather and quickly increasing north-east winds, rapidly falling barometer, with hurricane force of wind, every indication showed the passing of the centre of typhoon, when wind shifted from north-north-east, north-west and south-west, quickly rising the barometer. From Parcels to Hongkong had good weather and fresh south-east winds.

The British steamship *Hutton* left Foochow on the 11th instant. From Foochow to Amoy had light variable winds and dull cloudy weather. From Amoy to Swatow had light north-east winds and cloudy weather with a high southerly swell. From Swatow to Cheling Point had fresh south-east winds and cloudy weather with light rains; thence to port had fine weather. On the 11th the steamship *Titan* at (Sharp Peak) Foochow. On the 12th the steamships *Hutton*, *Swatow*, French gunboat *Forals*, and the German gunboat *Ulf* at Amoy. On the 13th the steamships *Cassius* and *Talos* at Swatow.

HONGKONG AND WHAMPOA DOCK RETURNS.
Rheina Cristina (cruiser) in Kowloon Dock:
H.M.S. *Irish*.....
P. C. C. *Kao*.....
Rubis.....
Gat... Cosp.

A Court of Inquiry was concluded at Liverpool on April 18th to inquire into the circumstances attending the stranding of the British ship *Andraon* on the West coast, while bound from Taccu to Liverpool. The court found that the stranding of the vessel was caused by the master mistaking a light to be the Conningbeg Light, and thereafter steering improper course, coupled with the non-use of the lead. The court found the master, G. A. Adams, in default, and suspended his certificate for three calendar months.

The Germancruiser *Prinzess Wilhelm* arrived at Colombo on the 27th May on her way to China. She is a second-class cruiser with a displacement of 4,400 tons. She is 330 ft. 6 in. long, with a beam of 46 ft., and a draught of 21 ft. Her indicated horse-power is 8,000, and she can do over 15 knots in the way of speed. She has six 4-ton guns, and eight 3-ton guns. She was launched in 1887 and cost £20,000. It is said that the *Prinzess Wilhelm* will be followed by a second-class battleship, the *Kaiser*—a much finer vessel, her tonnage being 7,656, while she is armed with eight 23-ton guns and seven 4-ton guns. The *Kaiser* was built in 1874 and cost £42,000.

THE LAW OF SALVAGE.

The following is distinctly interesting:—
To the Editor of the *Journal of Commerce*—Sir.—Will you kindly inform me if a ship is entirely abandoned, and is taken possession of by any other craft, whether the property in question does or does not become the property of those who take her in charge? Yours, &c., J. P.

Liverpool, March 1st, 1895.

[The answer to our correspondent's question is that the property in the abandoned ship does not pass to the salvor. The original owner, or his servants, may, and do, entirely abandon it; but they do so, not because they are tired of the possession of a valuable ship (and as agents for the cargo-owners) of the custody of a valuable cargo, but because, through circumstances beyond their control, they are compelled to depart out of the ship to save their lives. The salvor comes along and takes possession, and brings the ship into a safe port. He thereby earns for himself a right to compensation for his trouble, risk and skill. To enforce this right, and to obtain his compensation, he brings an action *in rem* against the vessel, her cargo and freight. Subject to his rights under this action, the property remains in the original owners. On action brought, salvage may be awarded to him in an unequal proportion, on the values involved. If the original owner has not made a sufficient tender before the bringing of the action, he will also have to pay the costs of the trial. When, then, the values are small and the services great, the award and costs may leave a very small sum in net value for the owner; but he is still the owner until the time comes when, he having failed to satisfy the judgment, the *res* against which the action is brought is sold by order of the court. Then the proceeds of the sale are "brought into court." The claims of the salvors are first satisfied, and then the balance goes to the original owners.—ED. Y. C.]

CHINESE IN AUSTRALIA.

THE IMMIGRATION QUESTION.
MR. QUONG TART AND THE AUSTRALIAN FEDERATION.

Mr. Quong Tart has forwarded to us copies of correspondence that passed between himself and the recent conference of Premiers at Hobart. In his letter to the conference on Jan. 26th, Mr. Tart says that he had been requested to write by a deputation from the Chinese merchants of Sydney, and by the recognized heads of the various Chinese colonies in New South Wales, and by the leading Chinese merchants in other Australian colonies. "The serious and special disabilities under which Chinese residents in the various colonies now suffer are the result of enactments of the Legislatures of the various colonies which were passed with a view to uniform action, and, therefore, the mitigation of those disabilities can be best secured by the adoption of uniform remedies on the part of each colony. We do not," he wrote, "presume to comment upon the broad question of the restriction of the immigration of Chinese but we would esteem it a great favor if your conference would take into consideration the matters of detail mentioned in this letter. 1. That Chinese who are lawfully resident in the various colonies are greatly hampered and in many cases suffer very serious financial loss in their commercial undertakings by reason of the difficulty, and in many cases the impossibility, of a Chinese resident obtaining permission to pass from one colony to another on a temporary visit. 2. That the difficulty above-mentioned of passing from one colony to another on a temporary visit is frequently the cause of very great sorrow and trouble in cases of the sickness or death of blood relations and intimate friends. 3. That Chinese passengers by any vessel touching on ports at a port in an Australian colony which is not the destination of such Chinese passengers are not allowed to land at that port, but are compelled to remain on board such vessel. This restriction is, in many cases, a serious inconvenience to such Chinese passengers, and is, we would respectfully point out, an indignity which it is both possible and desirable to avoid." Other disabilities mentioned are as follows: "1. A Chinese resident of one colony who has commercial interests in another colony is unable to visit that other colony for the purpose of giving to those interests personal supervision. 2. A Chinese resident of one colony is unable to visit the deathbed of a relation or an intimate friend in another colony for the purpose of receiving his instructions or of gratifying sentiments of love and affection. 3. Chinese passengers, voyaging going on as to which of the three steamers, namely, the *Friar*, *Shanghai* or *Glenlyon* will be first home. We understand that 2 to 3 were laid against each of them and that each of them found backers.

THE SCURVY MEETING.

After two false starts, or in other words after having been twice advertised for earlier dates and twice postponed through circumstances over which the Stewards had no control, the Scurvy Meeting took place on Thursday with great interest. The sun was lost until 5 o'clock by which time the sun had lost its power and there was a cool breeze blowing. There was a very large attendance on the course.

Although the tone of the tea market is quiet the business paving is considerable, which is to be accounted for by the earlier date fixed for the departure of the first Australian steamer this season. According to the Chinese, the first crop of tea is much smaller than last year. The export to Europe is in excess of last season by 4 million lbs, but this occurs through the large cargo taken by the *Paklung* on the 9th June, last year, not being as yet included in the comparative figures.

There was no "Mutius" greyhound to load as "firststeamer" with the new season's tea this year, and there has been some little wagering going on as to which of the three steamers, namely, the *Friar*, *Shanghai* or *Glenlyon* will be first home. We understand that 2 to 3 were laid against each of them and that each of them found backers.

THE SCURVY MEETING.

After two false starts, or in other words after having been twice advertised for earlier dates and twice postponed through circumstances over which the Stewards had no control, the Scurvy Meeting took place on Thursday with great interest. The sun was lost until 5 o'clock by which time the sun had lost its power and there was a cool breeze blowing. There was a very large attendance on the course.

Although the tone of the tea market is quiet the business paving is considerable, which is to be accounted for by the earlier date fixed for the departure of the first Australian steamer this season. According to the Chinese, the first crop of tea is much smaller than last year. The export to Europe is in excess of last season by 4 million lbs, but this occurs through the large cargo taken by the *Paklung* on the 9th June, last year, not being as yet included in the comparative figures.

There was no "Mutius" greyhound to load as "firststeamer" with the new season's tea this year, and there has been some little wagering going on as to which of the three steamers, namely, the *Friar*, *Shanghai* or *Glenlyon* will be first home. We understand that 2 to 3 were laid against each of them and that each of them found backers.

THE SCURVY MEETING.

After two false starts, or in other words after having been twice advertised for earlier dates and twice postponed through circumstances over which the Stewards had no control, the Scurvy Meeting took place on Thursday with great interest. The sun was lost until 5 o'clock by which time the sun had lost its power and there was a cool breeze blowing. There was a very large attendance on the course.

Although the tone of the tea market is quiet the business paving is considerable, which is to be accounted for by the earlier date fixed for the departure of the first Australian steamer this season. According to the Chinese, the first crop of tea is much smaller than last year. The export to Europe is in excess of last season by 4 million lbs, but this occurs through the large cargo taken by the *Paklung* on the 9th June, last year, not being as yet included in the comparative figures.

There was no "Mutius" greyhound to load as "firststeamer" with the new season's tea this year, and there has been some little wagering going on as to which of the three steamers, namely, the *Friar*, *Shanghai* or *Glenlyon* will be first home. We understand that 2 to 3 were laid against each of them and that each of them found backers.

THE SCURVY MEETING.

After two false starts, or in other words after having been twice advertised for earlier dates and twice postponed through circumstances over which the Stewards had no control, the Scurvy Meeting took place on Thursday with great interest. The sun was lost until 5 o'clock by which time the sun had lost its power and there was a cool breeze blowing. There was a very large attendance on the course.

Although the tone of the tea market is quiet the business paving is considerable, which is to be accounted for by the earlier date fixed for the departure of the first Australian steamer this season. According to the Chinese, the first crop of tea is much smaller than last year. The export to Europe is in excess of last season by 4 million lbs, but this occurs through the large cargo taken by the *Paklung* on the 9th June, last year, not being as yet included in the comparative figures.

There was no "Mutius" greyhound to load as "firststeamer" with the new season's tea this year, and there has been some little wagering going on as to which of the three steamers, namely, the *Friar*, *Shanghai* or *Glenlyon* will be first home. We understand that 2 to 3 were laid against each of them and that each of them found backers.

THE SCURVY MEETING.

After two false starts, or in other words after having been twice advertised for earlier dates and twice postponed through circumstances over which the Stewards had no control, the Scurvy Meeting took place on Thursday with great interest. The sun was lost until 5 o'clock by which time the sun had lost its power and there was a cool breeze blowing. There was a very large attendance on the course.

Although the tone of the tea market is quiet the business paving is considerable, which is to be accounted for by the earlier date fixed for the departure of the first Australian steamer this season. According to the Chinese, the first crop of tea is much smaller than last year. The export to Europe is in excess of last season by 4 million lbs, but this occurs through the large cargo taken by the *Paklung* on the 9th June, last year, not being as yet included in the comparative figures.

There was no "Mutius" greyhound to load as "firststeamer" with the new season's tea this year, and there has been some little wagering going on as to which of the three steamers, namely, the *Friar*, *Shanghai* or *Glenlyon* will be first home. We understand that 2 to 3 were laid against each of them and that each of them found backers.

THE SCURVY MEETING.

After two false starts, or in other words after having been twice advertised for earlier dates and twice postponed through circumstances over which the Stewards had no control, the Scurvy Meeting took place on Thursday with great interest. The sun was lost until 5 o'clock by which time the sun had lost its power and there was a cool breeze blowing. There was a very large attendance on the course.

Although the tone of the tea market is quiet the business paving is considerable, which is to be accounted for by the earlier date fixed for the departure of the first Australian steamer this season. According to the Chinese, the first crop of tea is much smaller than last year. The export to Europe is in excess of last season by 4 million lbs, but this occurs through the large cargo taken by the *Paklung* on the 9th June, last year, not being as yet included in the comparative figures.

There was no "Mutius" greyhound to load as "firststeamer" with the new season's tea this year, and there has been some little wagering going on as to which of the three steamers, namely, the *Friar*, *Shanghai* or *Glenlyon* will be first home. We understand that 2 to 3 were laid against each of them and that each of them found backers.

THE SCURVY MEETING.

After two false starts, or in other words after having been twice advertised for earlier dates and twice postponed through circumstances over which the Stewards had no control, the Scurvy Meeting took place on Thursday with great interest. The sun was lost until 5 o'clock by which time the sun had lost its power and there was a cool breeze blowing. There was a very large attendance on the course.

Although the tone of the tea market is quiet the business paving is considerable, which is to be accounted for by the earlier date fixed for the departure of the first Australian steamer this season. According to the Chinese, the first crop of tea is much smaller than last year. The export to Europe is in excess of last season by 4 million lbs, but this occurs through the large cargo taken by the *Paklung* on the 9th June, last year, not being as yet included in the comparative figures.

There was no "Mutius" greyhound to load as "firststeamer" with the new season's tea this year, and there has been some little wagering going on as to which of the three steamers, namely, the *Friar*, *Shanghai* or *Glenlyon* will be first home. We understand that 2 to 3 were laid against each of them and that each of them found backers.

THE SCURVY MEETING.

After two false starts, or in other words after having been twice advertised for earlier dates and twice postponed through circumstances over which the Stewards had no control, the Scurvy Meeting took place on Thursday with great interest. The sun was lost until 5 o'clock by which time the sun had lost its power and there was a cool breeze blowing. There was a very large attendance on the course.

Although the tone of the tea market is quiet the business paving is considerable, which is to be accounted for by the earlier date fixed for the departure of the first Australian steamer this season. According to the Chinese, the first crop of tea is much smaller than last year. The export to Europe is in excess of last season by 4 million lbs, but this occurs through the large cargo taken by the *Paklung* on the 9th June, last year, not being as yet included in the comparative figures.

There was no "Mutius" greyhound to load as "firststeamer" with the new season's tea this year, and there has been some little wagering going on as to which of the three steamers, namely, the *Friar*, *Shanghai* or *Glenlyon* will be first home. We understand that 2 to 3 were laid against each of them and that each of them found backers.

THE SCURVY MEETING.

After two false starts, or in other words after having been twice advertised for earlier dates and twice postponed through circumstances over which the Stewards had no control, the Scurvy Meeting took place on Thursday with great interest. The sun was lost until 5 o'clock by which time the sun had lost its power and there was a cool breeze blowing. There was a very large attendance on the course.

Although the tone of the tea market is quiet the business paving is considerable, which is to be accounted for by the earlier date fixed for the departure of the first Australian steamer this season. According to the Chinese, the first crop of tea is much smaller than last year. The export to Europe is in excess of last season by 4 million lbs, but this occurs through the large cargo taken by the *Paklung* on the 9th June, last year, not being as yet included in the comparative figures.

There was no "Mutius" greyhound to load as "firststeamer" with the new season's tea this year, and there has been some little wagering going on as to which of the three steamers, namely, the *Friar*, *Shanghai* or *Glenlyon* will be first home. We understand that 2 to 3 were laid against each of them and that each of them found backers.

THE SCURVY MEETING.

After two false starts, or in other words after having been twice advertised for earlier dates and twice postponed through circumstances over which the Stewards had no control, the Scurvy Meeting took place on Thursday with great interest. The sun was lost until 5 o'clock by which time the sun had lost its power and there was a cool breeze blowing. There was a very large attendance on the course.

Although the tone of the tea market is quiet the business paving is considerable, which is to be accounted for by the earlier date fixed for the departure of the first Australian steamer this season. According to the Chinese, the first crop of tea is much smaller than last year. The export to Europe is in excess of last season by 4 million lbs, but this occurs through the large cargo taken by the *Paklung* on the 9th June, last year, not being as yet included in the comparative figures.

There was no "Mutius" greyhound to load as "firststeamer" with the new season's tea this year, and there has been some little wagering going on as to which of the three steamers, namely, the *Friar*, *Shanghai* or *Glenlyon* will be first home. We understand that 2 to 3 were laid against each of them and that each of them found backers.

THE SCURVY MEETING.

After two false starts, or in other words after having been twice advertised for earlier dates and twice postponed through circumstances over which the Stewards had no control, the Scurvy Meeting took place on Thursday with great interest. The sun was lost until 5 o'clock by which time the sun had lost its power and there was a cool breeze blowing. There was a very large attendance on the course.

Although the tone of the tea market is quiet the business paving is considerable, which is to be accounted for by the earlier date fixed for the departure of the first Australian steamer this season. According to the Chinese, the first crop of tea is much smaller than last year. The export to Europe is in excess of last season by 4 million lbs, but this occurs through the large cargo taken by the *Paklung* on the 9th June, last year, not being as yet included in the comparative figures.

There was no "Mutius" greyhound to load as "firststeamer" with the new season's tea this year, and there has been some little wagering going on as to which of the three steamers, namely, the *Friar*, *Shanghai* or *Glenlyon* will be first home. We understand that 2 to 3 were laid against each of them and that each of them found backers.

THE SCURVY MEETING.

After two false starts, or in other words after having been twice advertised for earlier dates and twice postponed through circumstances over which the Stewards had no control, the Scurvy Meeting took place on Thursday with great interest. The sun was lost until 5 o'clock by which time the sun had lost its power and there was a cool breeze blowing. There was a very large attendance on the course.

Although the tone of the tea market is quiet the business paving is considerable, which is to be accounted for by the earlier date fixed for the departure of the first Australian steamer this season. According to the Chinese, the first crop of tea is much smaller than last year. The export to Europe is in excess of last season by 4 million lbs, but this occurs through the large cargo taken by the *Paklung* on the 9th June, last year, not being as yet included in the comparative figures.

There was no "Mutius" greyhound to load as "firststeamer" with the new season's tea this year, and there has been some little wagering going on as to which of the three steamers, namely, the *Friar*, *Shanghai* or *Glenlyon* will be first home. We understand that 2 to 3 were laid against each of them and that each of them found backers.

THE SCURVY MEETING.

After two false starts, or in other words after having been twice advertised for earlier dates and twice postponed through circumstances over which the Stewards had no control, the Scurvy Meeting took place on Thursday with great interest. The sun was lost until 5 o'clock by which time the sun had lost its power and there was a cool breeze blowing. There was a very large attendance on the course.

Although the tone of the tea market is quiet the business paving is considerable, which is to be accounted for by the earlier date fixed for the departure of the first Australian steamer this season. According to the Chinese, the first crop of tea is much smaller than last year. The export to Europe is in excess of last season by 4 million lbs, but this occurs through the large cargo taken by the *Paklung* on the 9th June, last year, not being as yet included in the comparative figures.

There was no "Mutius" greyhound to load as "firststeamer" with the new season's tea this year, and there has been some little wagering going on as to which of the three steamers, namely, the *Friar*, *Shanghai* or *Glenlyon* will be first home. We understand that 2 to 3 were laid against each of them and that each of them found backers.

THE SCURVY MEETING.

After two false starts, or in other words after having been twice advertised for earlier dates and twice postponed through circumstances over which the Stewards had no control, the Scurvy Meeting took place on Thursday with great interest. The sun was lost until 5 o'clock by which time the sun had lost its power and there was a cool breeze blowing. There was a very large attendance on the course.

Although the tone of the tea market is quiet the business paving is considerable, which is to be accounted for by the earlier date fixed for the departure of the first Australian steamer this season. According to the Chinese, the first crop of tea is much smaller than last year. The export to Europe is in excess of last season by 4 million lbs, but this occurs through the large cargo taken by the *Paklung* on the

The Share Market.

LATE QUOTATIONS.
BANKS.
Hongkong and Shanghai Bank—176 per cent.
premium, sales and sellers.
The National Bank of China, Ltd.—162 per cent.
paid up—126, sales and buyers.
The National Bank of China, Ltd.—Founders,
shares, nominal.
The Bank of China, Japan & the Straits, Ltd.—
nominal.
The Bank of China, Japan & the Straits, Ltd.—
Founders' shares—nominal.
CHINESE LOANS.
Chinese Imperial Loan of 1886 £11 per cent.
premium.
MARINE INSURANCES.
Union Insurance Society of Canton—162 per
share, sales and sellers.
China Traders' Insurance Company—166 per
share, sales and sellers.
North China Insurance—115 per share, sellers.
Canton Insurance Company, Limited—162 per
share, buyers.
Yangtze Insurance Association—103 buyers.
On Tai Insurance Company, Limited—15 per
share.
The Straits Insurance Co., Ltd.—118 per share,
buyers.
FIRE INSURANCES.
Hongkong Fire Insurance Company—167 per
share, sellers.
China Fire Insurance Company—164 per share,
sellers.
SHIPPING.
Hongkong, Canton, and Macao Steamboat Co.—
931 per share, sellers.
China and Manila Steam Ship Company—152,
buyers.
Indo-China Steam Navigation Company, Limited—
45, sellers.
Doidias Steamship Company—410, sellers.
China Mutual Shippers Co., Ltd.—(Preference)—
17 per share, buyers.
China Mutual Shippers Co., Ltd.—(Ordinary)—
17 per share, buyers.
REFINERIES.
China Sugar Refining Company, Limited—160
per share, sellers.
Luson Sugar Refining Company, Limited—145,
sellers.
MINING.
Punjum Mining Co.—(Ordinary)—15.50 per
share, sellers.
Punjum Mining Co.—(Preference)—11.60 per
share, sellers.
The Raub Gold Mining Co., Limited—14.25 per
share, sellers.
The New Balfour Gold Mining Co., Limited—
15.30 per share, buyers.
Societe Francaise des Charbonnages du Tonkin—
18.15 per share, buyers.
The Jelobo Mining and Trading Co., Limited—
15.75, sellers.
DOCKS, WHARVES AND GODOWNS.
Hongkong and Whampoa Dock Company—100
per cent. premium, buyers.
Geo. Fenwick & Co., Limited—116 per share,
sellers.
Hongkong and Kowloon Wharf and Godown
Company—94 per share, buyers.
Wanchai Warehouse Co., Ltd.—137 per share,
buyers.
HOTELS.
Hongkong Hotel Company—88 per share, sellers.
The Shamoon Hotel Co., Limited—nominal.
LAND AND BUILDING.
The Kowloon Land and Building Co., Limited—
180 per share, sellers.
The Hongkong Land Investment Co., Limited—
150, sales and sellers.
The West Point Building Co., Limited—183
per share, buyers.
Humphreys' Estate and Finance Co., Ltd.—92
per share, sellers.
DISPENSARIES.
A. S. Watson & Co., Limited—101, sellers.
Bakis, Cruckshank & Co., Limited—81 per
share, sellers.
MISCELLANEOUS.
Hongkong Dairy Farm Co., Limited—15 per
share, sellers.
H. G. Brown & Co., Limited—141 per share
sellers.
Hongkong Rope Manufacturing Company,
Limited—1125 per share, sales and buyers.
Hongkong Gas Company—115 per share, buyers.
Hongkong Ice Company—178 per share, buyers.
Hongkong and China Bakery Company, Limited—
130 per share, buyers.
The Hongkong Brick and Ceramic Co., Limited—
18 per share, sellers.
The Green Island Cement Co.—10 per cent.
The Hongkong Electric Light Co., Limited—
94.90, sellers.
The Hongkong High-Speed Tramway Co.,
Limited—170, buyers.
Campbell, Moore & Co., Ltd.—1300 white buyers.
Bell's Asbestos Eastern Agency, Limited—
shares 150 paid 110, buyers.
G. H. Poole (Shares Broker),
Telegraphic Address: "R. 1010".

VISITORS AND RESIDENTS AT
THE PEAK HOTEL.

Mr. J. W. Bellis.
Mr. F. H. Bowes.
Mr. J. G. Buckle.
Miss Cox.
Mr. P. Dipple.
Mr. D. D. Dore.
Mr. G. Fenwick.
Mr. & Mrs. A. Findlay.
Mr. W. S. Harrison.
Mr. & Mrs. G. Holmes.
Mr. G. Hoyes.

Mr. J. W. Jeffries.
Mr. F. D. MacLean.
Mr. Hugh McCullum.
Major and Mrs. Moore.
Hon. & Mrs. E. Noel.
Mr. Sandilands.
Mr. E. P. Sheldan.
Mr. F. W. Shugard.
Mr. A. G. Stokes.
Mr. A. B. Stott.
Rev. and Mrs. Walling.
Mr. G. Hoyes.

VISITORS AT THE MOUNT
AUSTIN HOTEL.

Mr. and Mrs. Arthur
Anderson.
Mr. F. H. Armstrong.
Mr. Ashton.
Mr. H. Boett.
Major & Mrs. Garnett.
Mr. A. W. Brown.
Mr. Hart-Bock.
Dr. & Mrs. J. Cantlie.
Mr. & Mrs. Cohen.
Mr. W. E. Crow.
Mr. Henry Crawford.
Dr. R. Elswood.
Mrs. Elswood and
children.
Mr. J. F. Schreiber.
Mr. H. E. Tompkins.
Mr. W. Van Uden.

Mr. Howard.
Mr. Ingham.
Mr. R. S. Judah.
Mr. C. V. Ladd.
Mr. D. R. Law.
Mr. and Mrs. Macbean,
children and nurse.
Mr. C. Malins.
Mr. & Mrs. McLeod.
Mr. H. F. Meyrink.
Mr. Rhodes.
Mr. & Mrs. Richards.
Mr. and child.
Mr. Palmer.
Mr. H. E. Pollock.
Mr. T. P. Quinn.
Mr. W. F. Ross.
Mr. & Mrs. Schreiber.
Mr. H. E. Tompkins.
Mr. W. Van Uden.

VISITORS AT THE WINDSOR
HOTEL.

Mr. G. W. Allen.
Mr. A. L. Barnard.
Mr. H. Bandman.
Mr. & Mrs. W. G. Carey.
Miss Cynthia Carey.
Miss Dot Carey.
Mr. Lester Carey.
Mr. A. Castillo.
Mr. F. Eickel.
Mr. J. B. Farrell.
Mr. J. Hillier.
Mr. A. Levy.

Mr. T. L. Loveland.
Mr. W. MacIntosh.
Mr. C. Manus.
Mr. and Mrs. Mart.
Mr. Ernst Mirov.
Mr. C. Rombach.
Mr. D. C. Smith.
Mr. C. Thiel.
Mrs. Way.
Mr. J. Webber.
Mr. W. Wheeler.

MAILS EXPECTED.

THE ENGLISH MAIL.
The P. & O. S. N. Co.'s steamer *Kashoo*,
with the English mail of the 17th ultimo, left
Singapore on Monday, the 10th instant at 4 p.m.,
and may be expected here on Sunday, the 17th.

THE AMERICAN MAIL.
The P. M. S. S. Co.'s steamer *City of Peking*,
with mails, &c., left San Francisco for this port,
via Honolulu, Yokohama, and Nagasaki, on the
15th ultimo, and may be expected here on the
22nd.

THE CANADIAN MAIL.
The Canadian Pacific Railway Co.'s steamer
Empress of India left Vancouver on the 3rd
instant for Yokohama, Kobe, Nagasaki, Shanghai,
and Hongkong, and is due here on or about
the 25th.

THE NORTHERN PACIFIC MAIL.
The Northern Pacific Steamship Co.'s steamer
Victoria left Tacoma on the 5th instant for
Japan and Hongkong, and is due here on or
about the 5th proximo.

THE AUSTRALIAN MAIL.
The E. & A. Steamship Co.'s steamer
Minerva, from Australia, left Port Darwin via
Timor, and may be expected here about the 25th
instant.

THE INDIAN MAIL.
The 'Apcar' line steamer *Calcutta Apcar*,
from Calcutta, left Singapore on the 13th instant,
and may be expected here about the 20th.

STEAMERS EXPECTED.

Names.	From.	Date.
Ceylon	Singapore	June 20th
Japan	London, &c.	July 4th
Lettimbo	Bombay, &c.	to-morrow
Ningbo	Liverpool, &c.	June 17th
Talaman	Singapore	June 19th

* We would direct the attention of shipping firms to the
particulars in which the *Steamship Standard* of the P. & O.
Company is equalled in the colonies, and in so far as
respectfully we the managers of shipping firms to give price
orders to their clerks to furnish 10c office, on the terms already
supplied gratis, with the latest available information every day.

PROJECTED SAILINGS.

SM.	Destination.	Date.
Adolph	New York	Quick dep.
Asia	Havre, &c.	June 10th
Alecko	San Francisco	June 11th
Alecko	Victoria (B.C.) &c.	June 12th
Barbuda	Spanish Ports, &c.	June 13th
Calangoo	Singapore, &c.	June 15th
Centenario	Baltimore	June 16th
City of Peking	San Francisco, &c.	June 17th
E. of India	Vancouver, &c.	June 18th
Evandro	Victoria (B.C.) &c.	June 19th
G. F. Mansell	New York	June 20th
Glencairn	London, &c.	June 21st
Glencairn	San Francisco	June 22nd
Glencairn	Gloucester	June 23rd
Haitian	London	June 24th
H. Rickmers	Amoy, &c.	June 25th
Java	Yokohama & Kobe	June 26th
Kedive	Shanghai, &c.	June 27th
Kwetyang	Strait, &c.	June 28th
Lydian	San Francisco	June 29th
Oceanus	Bremen, &c.	June 30th
Prin. Heinrich	Kobe & Yokohama	June 31st
Queen Victoria	London, &c.	June 32nd
Kavarna	New York	June 33rd
Shantung	Java Ports, &c.	June 34th
Singkis	Manila, &c.	June 35th
Thales	Savoy, &c.	June 36th
Turbo	Hamburg, &c.	June 37th
Ulysses	London	June 38th
Ulysses	Japan	June 39th

(Allowance, 10s.)

Permit, paper paid 10s. to 100s.
(Allowance, 10s.)

OPium QUOTATIONS.

Hongkong, 14th June.

New Patai, cash 187.25 per cent.

New Jardine, cash 187.25 per cent.

New Malwa, cash 150 per cent.

(Allowance, 10s.)

Old Malwa, cash 170 to 220.

(Allowance, 10s. to 15s.)

Permit, oil, cash 700 to 1200 per cent.

(Allowance, 10s. to 15s.)

Permit, paper paid 10s. to 100s.
(Allowance, 10s.)

Permit, paper paid 10s. to 100s.
(Allowance, 10s.)